



**ENGINEERING OPERATIONS COMMITTEE
MEETING MINUTES
AUGUST 7, 2008 – 9:00 A.M.
MULTI-MODAL CONFERENCE ROOM**

<i>Present:</i>	L. Tibbits J. D. Culp C. Bleech	J. Friend T. Kratofil E. Burns	J. W. Reincke C. Roberts
<i>Absent:</i>	J. Polasek T. Fudaly	B. O'Brien	M. Van Port Fleet
<i>Guests:</i>	M. Bott J. Townsend M. DeLong	J. Morena T. Frake A. Borgman	D. Calabrese (for T. Fudaly) S. Palmer (for B. O'Brien)

OLD BUSINESS

1. Approval of the July 17, 2008, Meeting Minutes – L. Tibbits

The July 17, 2008, meeting minutes are approved with a minor correction to New Business, Item 1.

2. Approval of Procedures for the Adopt-A-Landscape Program (See May 1, 2008, Meeting Minutes, New Business, Item 2) – M. DeLong

The Adopt-A-Landscape Committee held additional meetings on this program to further engage stakeholders and to achieve a broader base of support for this program. They obtained support from these additional stakeholders:

- MSU Extension, State Master Gardener Volunteer Program Coordinator
- Genesee County Master Gardener Coordinator
- Bay City TSC Maintenance Coordinator
- Lansing Traffic and Safety Geometric Design Supervising Engineer
- Lansing Traffic and Safety Operations Manager
- Grand Rapids TSC Permit Agent
- Grand Rapids TSC Development Engineer
- Grand Region Administrator

The committee incorporated their comments and recommendations into the program documents and they are ready to initiate the communication plan. The Adopt-A-Landscape Committee is requesting approval of the Adopt-A-Landscape procedures.

ACTION: The procedures are approved with minor corrections that are to take place within the next 30 days. These corrections involve balancing volunteer groups and commercial interests.

NEW BUSINESS

1. **Revision of Eight Geometric Design Guides – J. Townsend**

The Division of Operations is recommending approval of revisions to the following Geometric Design Guides:

- GEO-130-C One-Lane Tapered Exit Ramp (Dual Units)
- GEO-131-D One-lane Parallel Exit Ramp (Dual Units)
- GEO-140-B Two-Lane Exit Ramp (Dual Units)
- GEO-150-C Successive Exit Ramps (Dual Units)
- GEO-202-B 12' Width Entrance and Exit Slip Ramps (Dual Units)
- GEO-320-C PARCLO-A-4-QUAD (Dual Units)
- GEO-330-C PARCLO-B-4-QUAD (Dual Units)
- GEO-500-C Rest Area (Dual Units)

These guides were updated to reflect the 2004 AASHTO Policy on Geometric Design on Highways and Streets (Green Book), current department practices, and related research and studies.

ACTION: EOC approves the revisions, contingent upon an opportunity for FHWA to meet with MDOT to clarify the revisions.

2. **Type 3 Temporary Raised Pavement Markers – J. Morena**

The Division of Operations is requesting EOC approval of Type 3 temporary raised pavement markers (TRPMs) to supplement all lane line markings in work zones. A draft Special Provision for Work Zone Pavement Marking System, Type R was written to allow statewide use of a wet reflective temporary pavement marking in work zones with eligibility for federal funding. A performance specification providing two equivalent options allows an agency to avoid proprietary product issues.

Section 3B.13 of the *Manual on Uniform Traffic Control Devices* (MUTCD), under the heading Raised Pavement Markings Supplementing Other Markers, states “Raised pavement markers should not supplement the right edge line”. However, FHWA experts reviewed the proposed decrease in spacing and determined that an MUTCD experimentation is not required; thus providing a comparable equivalent to the wet Type R tape.

It is recommended to approve the special provision to allow the use of TRPMs on all lane line markings in work zones as an approved equivalent to the wet night reflective Type R material until additional manufacturers can bring equivalent products to the market. Further justification is as follows:

- A. While there is no requirement for WR markings in a work zone, there are situations where the markings could help a driver navigate a work zone, such as the spring and fall when it is dark early, freeway projects with many transitions or narrow lanes, and rural areas where there are few other devices to provide guidance.
- B. It allows the regions/TSCs to call for the use of wet reflective markings and the markings to be eligible for federal funding.
- C. TRPMs have been used at a 10 ft spacing on right edge lines in transitions and tapers with no documented problems.

Discussion followed with concerns raised regarding the adhesion method of the TRPM to the pavement. It was agreed to modify the special provision to specifically state that the TRPM is to be adhered to the tape and not the actual pavement.

ACTION: EOC approves the use of Type 3 TRPMs, noting that they recognize the decreased spacing differs from the MUTCD. EOC approves the special provision once the adhesion method is added to it.

(Signed Copy on File at C&T)

Steve Palmer for Brenda J. O'Brien, Secretary
Engineering Operations Committee

SP:kar

cc:	K. Steudle	S. Mortel	J. Steele (FHWA)
	J. Shinn	D. Jackson	R. Brenke (ACEC)
	L. Hank	W. Tansil	G. Bukoski (MITA)
	EOC Members	D. Wresinski	D. DeGraaf (MCPA)
	Region Engineers	C. Libiran	D. Hollingsworth (MCA)
	TSC Managers	R. J. Lippert, Jr.	J. Becsey (APAM)
	Assoc. Region Engineers	T. L. Nelson	M. Newman (MAA)
	B. Ranck	T. Phillips	J. Murner (MRPA)
	M. DeLong	K. Peters	G. Naeyaert (ATSSA)
	B. Shreck	J. Ingle	C&T Staff